

CHINA

With which is incorporated The

Established February, 1845.
"Hongkong Evening Mail and Shipping List." Published every Evening.

MAIL.

VOL. XXXIV. No. 4585. 號四十月三年八十七百八千一英

HONGKONG, THURSDAY, MARCH 14, 1878.

日一月二年貢成

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL

For Sale.

LAMMERT, ATKINSON & CO.

HAVE FOR SALE.

EX M. M. S. S. "AVA,"
AND OTHER RECENT ARRIVALS.

TEYSSONNEAU'S STRAWBERRIES
IN SYRUP.

TEYSSONNEAU'S ASSORTED FRUITS
IN NOYEAU.

TEYSSONNEAU'S ASSORTED FRUITS
IN BRANDY.

TEYSSONNEAU'S ASSORTED PATES,
in Patent Tins.

TEYSSONNEAU'S PATE DE FOIE GRAS,
in Patent Tins.

TEYSSONNEAU'S ASSORTED JAMS AND
JELLIES, in Glass Bottles.

PHILIPPE AND CANAUD'S ASSORTED
PATES.

PHILIPPE AND CANAUD'S LONG ASPA-
RAGUS.

PHILIPPE AND CANAUD'S SARDINES.

FENARD & FILS'

CHERBOURG BUTTER, in Bottles.

CIGARETTES, COMPAGNIE
LA FERME.

RICHMOND SMOKING MIXTURE,
BARCELONA NUTS.

BRAZIL NUTS.

PEA NUTS.

ALMONDS IN SHELL.

SMYRNA FIGS.

MUSCATEL BLOOM RAISINS, in
Cartons.

EPPS' COCOA.

BORDEN'S CONDENSED MILK.

GOLDEN GATE FLOUR, in Barrels.

GALETINE and ISINGLAS, in 1 lb.
Packets.

WAFFLE IRONS. AMERICAN
BROILERS.

VERY FINE
"O. K." BOURBON WHISKY.

BILLIARD CUE TIPS.

BILLIARD CUE CEMENT.

BILLIARD CHALK.

BILLIARD TABLE CLOTHS.

BARCLAY AND PERKINS' PORTER, in
Hogsheads.

HOTEL'S Best Quality RUSSIAN ROPE.

HOTEL'S ASSORTED TARRED and
WHITE LINES.

FAIRBANKS' SCALES.

do., do., do.

Hongkong, February 22, 1878.

FOR SALE.

LARGE TAKASIMA COAL,

Ex Godown at \$8 per Ton.

Apply to THOS. G. GLOVER,

No. 7, Queen's Road Central, and
East Point.

Hongkong, February 18, 1878. mcl8

COAL.

BEST QUALITY CARDIFF STEAM

COAL for Sale, ex Godown.

Apply to BATTLES & CO.

Hongkong, December 3, 1877.

NOTICES OF FIRMS.

THE GREAT NORTHERN TELE-
GRAPH COMPANY.

FROM This Day the MANAGEMENT of
the above COMPANY'S OFFICE at this
place has Provisionally been taken over by
MR. CARL NIELSEN.

A. SUENSON,
Superintendent.

Hongkong, March 12, 1878. mcl9

NOTICE.

THE Interest and Responsibility of Mr.
EDWARD CUNNINGHAM in our
Firm in Hongkong and China, ceased
on the 26th February, 1878.

W.M. DUNPHY & CO.,
WEST POINT IRON WORKS,
Hongkong, March 9, 1878. mcl28

NOTICE.

MR. HORATIO GAY JAMES was
admitted a Partner in our Firm on
the 1st January, 1878.

GEO. R. STEVENS & CO.,
Hongkong, January 5, 1878.

NOTICE.

I HAVE This Day established myself at
this Port as a MERCHANT and COM-
MISSION AGENT, under the Style or
Firm of GEO. R. STEVENS & CO., who
will henceforward conduct the Agency of
the AUSTRALIAN STEAM NAVIGATION
COMPANY.

G. R. STEVENS.
Hongkong, December 29, 1877.

NOTICE.

MR. H. F. MEYERINK has been
admitted a Partner in our Firm from
This Date.

MEYER & CO.,
Hongkong, January 1, 1878. mcl9

THE



MAIL.

Established February, 1845.
"Hongkong Evening Mail and Shipping List." Published every Evening.

Intimations.

EX-LATE ARRIVALS.

UMBRELLAS, AUTOMATON PATENT.

NOVELTIES in TIES and SCARFS.

COLLARS and SHIRTS, in New Shapes.

CHRISTY'S Newest Shapes in HATS.

TALL BLACK SILK and DRAB HATS.

ELWOOD'S CORK and FELT HELMETS.

MEERSCHAUM and BRIAR PIPES.

CIGAR TUBES, Assorted.

LAWN TENNIS BATS and BALLS.

RACQUET BATS and BALLS.

CRICKET BATS, BALLS and STUMPS.

CABINETS of GAMES.

LADIES' DRESSING BAGS, Fitted.

MANTEL-PIECE MIRRORS.

FRENCH and ENGLISH DOLLS.

AMERICAN ICE PITCHERS.

RUSSIAN CIGARETTES.

SILVER KEROSENE LAMPS.

LANE, CRAWFORD & CO.

Hongkong, February 25, 1878.

NOTICE TO CONTRIBUTORS.

IN Accordance with the Articles of Agreement, the Directors have declared a Dividend to Policy-holders for the fiscal Year ending 30th September, 1877, of TWENTY-FIVE PER CENT. on the Net Premium CONTRIBUTED.

Warrants will be delivered by the Under-signed to Contributors of Premium at this Port, on and after the 9th Instant.

Policy-holders are requested to send in particulars of their Contributions.

By Order of the Directors,

RUSSELL & CO., Agents.

Hongkong, March 5, 1878. ap5

THE CHINESE INSURANCE CO., LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given, that the Seventh Ordinary MEETING of the above Company will be held at the Head Office, Victoria, Hongkong, on FRIDAY, the 22nd March, 1878, at 3 o'clock p.m., for the purpose of receiving the Report of the Directors, together with a Statement of Accounts to 31st December, 1877.

The Transfer BOOKS of the Company will be CLOSED from the 8th March to the 22nd March, both days inclusive.

By Order of the Board,

OLYPHANT & CO., General Agents.

Hongkong, February 22, 1878. mcl2

NOTICE TO MARINERS.

CHINA SEA.

FOOCHEW DISTRICT, No. 2.

NOTICE is hereby given that a dangerous Reef of Rocks, on which the Barque "BENJAMIN 4YM4R" struck, on the 22nd of January, 1878, has been surveyed by the Revenue Cruiser "Ling Feng" Captain T. FARROW. The following bearings and directions are given:

"Magnetic bearings from the Centre of the Reef:

"Sharp" Peak, South 76° West.

"Sea Wag" Islet, South 55° East.

"Eastern Square" Rock, North 10° West.

"The Reef extends in a North Easterly direction.

It is about three cables in length, and two cables wide, the least water being ten feet upon two parallel rocks lying about two cables apart; these rocks have deep water between them, varying from three to eight fathoms."

Note.—This danger is in the Fair way of Vessels approaching the Outer, or No. 1, Buoy from the North.

O. HANNEN, Commissioner of Customs.

Custom House, Foochow, March 1, 1878. mcl7

NOTICE.

DEVOE'S BRILLIANT OIL.

RELIABLE, ECONOMICAL, SAFE!!

DESIRING to benefit by the world-wide reputation of our OIL, certain parties have attempted to imitate our package.

Suits at law have been instituted against the MAKERS and PURCHASERS of these imitations. Buyers should be careful to see that the words "DEVOE'S BRILLIANT" are stencilled on the cans, and the words "DEVOE MFG CO. PATENTS" are stamped on the top of the can.

The foregoing Property will be sold subject to a Mortgage of \$4,600 and interest thereon at 6% per cent. per annum calculated from the 25th day of January, 1878, and the said Mortgage expires on the 25th day of January, 1879.

For further Particulars and Conditions of Sale, apply to William H. BREWER, Solicitor for the Plaintiff, 99, Queen's Road, Hongkong.

J. M. ARMSTRONG, Auctioneer.

Hongkong, February 28, 1878. mcl8

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES, PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "TIBRE"

Compt. de GIBRALTAR, will be despatched for YOKOHAMA shortly after the arrival of the next French Mail.

H. DU POUEY, Agent.

Hongkong, March 18, 1878.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES, PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "PEI HO,"

Compt. de GIBRALTAR, will be despatched for SHANGHAI shortly after her arrival from Europe.

H. DU POUEY, Agent.

Hongkong, March 18, 1878.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES, PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "ANTIPODES,"

Captain WIRTH, will load here as above.

For Freight, apply to

VOGEL, HAGEDORN & CO.,

Hongkong, January 30, 1878.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES, PAQUEBOT POSTE FRANCAIS.

Notices to Consignees.

STEAMER PRINZ FRIEDRICH
CARL, FROM LONDON,
PENANG AND SINGAPORE.

THIS Steamer having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, by Mr J. Y. V. SHAW, into Messrs TURNER & Co.'s Praya-Godown, whence delivery may be obtained.

Consignees wishing to receive their Goods on the Wharf are at liberty to do so.

Optional Cargo will be forwarded on, unless notice to the contrary be given before Noon To-morrow.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 22nd instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

MELCHERS & Co.,
Agents.

Hongkong, March 12, 1878. mcl8

NOTICE TO CONSIGNEES.

P. & O. S. N. Co.'s S. S. GEEGONG.

CONSIGNEES of Cargo by the above-named Vessel, from Bombay and Intermediate Ports, and in connection with the Steamers POONAH from London, and KHEDIVE from Calcutta, are hereby informed that their Goods are being landed and stored at their risk in the Company's Godowns, at West Point, whence delivery can be obtained from this date.

Goods not delivered by the 18th Instant will be subject to rent.

ADAM LIND,
Superintendent.

Hongkong, March 11, 1878. mcl7

FROM LONDON AND SINGAPORE.

THE S. S. Glenfinlas having arrived from the above Ports, Consignees of Cargo are informed that their Goods are being landed at their risk into the Godowns of the Undersigned, whence and/or from the Wharf or Boats delivery may be obtained.

Optional Cargo will be forwarded to Shanghai, unless notice be given before 1 o'clock To-morrow.

Goods remaining undelivered after the 19th instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
Agents.

Hongkong, March 12, 1878. mcl8

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and take immediate delivery. This cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

H. du POURY,
Agent.

Ex "Anday."

Gerald Slade, Esq., 1 case Merchandise, from
c/o Messrs Gilman & Co., London.
Hongkong.

R. H. Bruce, Esq., 1 case Merchandise, from
c/o Messrs Tait & Co., Amoy.

Hongkong, March 13, 1878.

Intimations.

THE EQUITABLE LIFE ASSURANCE
SOCIETY OF THE
UNITED STATES.

HENRY B. HYDE, President.
J. W. ALEXANDER, Vice-President.
SAMUEL BORROW, Secretary.
A. A. HAYES, Jr., General Manager, for
China and Japan.

PRINCIPAL OFFICE,
120, BROADWAY, NEW YORK.

Assets \$31,700,000
Surplus \$ 5,500,000

THE Undersigned having been appointed Agents in Hongkong, China, for the above Company, are prepared to accept Risks at greatly reduced rates and upon terms very favourable to the assured.

For full information and particulars, apply to

OLYPHANT & Co.,
Agents.

Hongkong, January 21, 1878.

Volume Sixth of the
"CHINA REVIEW."

Now Ready.

No. IV.—Vol. VI.
—OF THE—

CHINA REVIEW
CONTAINS—

Bibliography of the Chinese Imperial Collection of Literature.

Imperial Confucianism, Brief Sketches from the Life of K'ung-tung, Chinese Official Titles.

Translations of Chinese Schoolbooks.

Geographical Notes on the Provinces of Kiangsi.

Short Notices of New Books and Literary Intelligence.

Notes and Queries.

The Manchu Terms for 上 and 下.

The Mammoth in Chinese Records.

Mohammedan Apostles in China.

The Ki-lin identified with the Giraffe.

Life Saving Association, and other Benevolent Societies at Wu-hu.

Prof. Dr. Seal and his Critics.

Annamese Sovereigns.

Books Wanted, Exchanges, &c.

Other M. Office.

Hongkong, March 12, 1878.

Intimations.

STANDARD FIRE OFFICE, LONDON.

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of \$40,000, on Buildings or on Goods stored therein.

DISCOUNT 20%
VOGEL, HAGEDORN & Co.
Hongkong, March 1, 1878.

To-day's Advertisements.

PIANOFORTE TUNING.

M. R. J. BUCHANAN, BANDMASTER of Her Majesty's 74th Highlanders, begs to announce to the Public of Hongkong that he will undertake to TUNE PIANOFORTES during his stay in the Colony.

Address to Murray Barracks, Hongkong, March 14, 1878. apl4

WANTED, a Respectable Person to MANAGE the STAG HOTEL BAR.

Apply to J. COOK, Stag Hotel, Hongkong, March 14, 1878.



STEAM FOR
Singapore, Penang, Point de Galle,
Aden, Suez, Malta, Brindisi,
Ancona, Venice, Mediterranean
Ports, Southampton,
and London,
Also,
Bombay, Madras, Calcutta, and
Australia.

DAVE CARSON'S MINSTREL,
Variety and Comedy Company,
CONSISTING OF EIGHT FIRST CLASS
ARTISTS.

Having arrived per Steamship Agamemnon, on route for Shanghai, will have the honour of giving TWO OF THEIR INIMITABLE ENTERTAINMENTS (PREVIOUS TO THEIR DEPARTURE BY THE ABOVE STEAMER), ON

FRIDAY, AND SATURDAY,
15th and 16th March, 1878.

An entire change of Programmes on second occasion.

THE CURTAIN WILL RISE PUNCTUALLY AT NINE O'CLOCK.

GOOD WINE NEEDS NO BUSH.

Read the following Programme:—

PART FIRST.
M. I. M. I. S. T. E. L. S. Y.!

Mrs Carson will preside at the Piano-forte.

Introductory Overture,

DAVE CARSON'S MINSTREL,
Opening Chorus—"Away! Away!" (Masaniello).

DAVE CARSON'S CHOIR.

Ballad—"My Heart's Best Love,"

Mr. J. E. ARNOLD.

Comic—"Good-bye, Eliza Jane,"

Mr. GEO. NORVILLE.

Serenade—"Fair Lady, I'm waiting for

Thee,"

Mr. J. H. FERRELL.

Comic—My Grandfather's Collection,

DAVE CARSON.

Song—"Under the Lamp,"

Mr. GEO. NORVILLE.

THE FIRST PART WILL CONCLUDE WITH AN ETHIOPIAN ABSURDITY, ENTITLED "THE COLLEGIANS."

An Interval of Ten Minutes.

PART SECOND.
VARIETY!!

The Empress of the Saltatorial Art,

"ETTA,"

in Her Great Impersonation of

THE MERRY ROMP,

in which she will introduce

A Highland Fling, an American Clog Dance, and an Irish Reel.

SERENADE—WORDS BY VICTOR HUGO—MUSIC BY GOUNOD.

Mrs. Carson.

VOCAL TRIO—"FAIR FLORA DEEKS."

MESSES. FERRELL, NORVILLE, AND ARNOLD.

TO BE FOLLOWED BY

"ETTA,"

AN ANGEL WITHOUT WINGS.

BALLAD—"Nancy Lee" ... S. ADAMS.

MR. GEO. NORVILLE.

AN INTERVAL OF FIVE MINUTES.

FARCE!!!

The Evening's Entertainment will conclude with a Laughable and Original Farce, entitled

"THE PERFORMING BABY ELEPHANT."

Doctor Fidgett, Mr. J. E. ARNOLD.

Mr. Rayne D'Wynne, Mr. GEO. NORVILLE.

Thomas Mr. J. B. FERRELL.

Jauncey Mr. FRANK STEWART.

ADMISSION:

Dress Circle, \$2.00

Orchestra Stalls, \$2.00

Back Seats, \$1.00

Children under Twelve years of age, half price to Dress Circle and Orchestra Stalls.

Children in Arms, FIFTY DOLLARS!

Plan can be seen and Seats may be secured at Messrs Lane, Crawford & Co.'s from 10 a.m. to 5 p.m.

Doors open at 8 p.m.—Trouble begins at 9.

CABARETS MAY BE ORDERED AT 11.15.

DAVE CARSON'S United Minstrel and Burlesque Album, containing the Bengalee Baboo and 24 other Popular Songs and Choruses, with Pianoforte Accompaniments, can be obtained at the Door.

Price, \$1.

Hongkong, March 14, 1878. mcl8

FOR SHANGHAI (DIRECT).

The Steamship

"GLENFINLAS"

will be despatched for the above Port on SATURDAY, the 16th instant, at 5 p.m.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.

Hongkong, March 14, 1878. mcl8

FOR SWATOW, AMOT & FUOCHOW.

The Steamship

"YESSO,"

Capt. S. Astor, will be despatched for the above Ports on SUNDAY, the 17th instant, at Daylight instead of as previously advertised.

For Freight or Passage, apply to

DOUGLAS LAPRAK & Co.

Hongkong, March 14, 1878. mcl8

SHIPPING REPORTS.

The British steamer *Glenury* reports:

Fresh N.E. monsoon and cloudy throughout.

The German steamer *Bellona* reports:

Moderate monsoon during the passage.

The British steamer *Minerva* reports:

Strong N.E. to Easterly winds and head sea throughout the passage; brought up at 11 p.m. of 13th at Green Island.

The British steamer *Agamemnon* reports:

Strong head winds since leaving port.

SHIPPING REPORTS.

The British steamer *Norms* reports:

Mate called him "An English" act of Parliament son of a _____. He said to the 2nd Mate, "They are all Dutchmen excepting one or two, and you can do what you like with them." The defendant was an Englishman. The Chief Mate struck him twice, once with the bight of a rope, and on another occasion with his fist. He had not complained to the Captain but had seen the Consul.

The 3rd defendant said he considered his life was in danger if he returned on board. On the way out he fell from the top gallant mast, and hurt his back. This was at Shanghai, the vessel being alongside the wharf. The ship's doctor attended on him and he was laid up for four days. The Chief Mate came to the forecastle and told defendant to come out to his work. Defendant said he could not. The mate then took hold of him by the arm and pulled him half way out. He kicked him on the face taking off a piece of skin. (shewed mark) He did not make him come out. The Captain came into the forecastle the day afterwards and the defendant complained to him. He replied "that is nothing." Defendant did not complain to the Consul. When the vessel was coming into the harbour, the Chief Mate called out to the men "you son _____, if some of you don't leave the ship at Hongkong, I will murder you."

Mr May ordered them all to be sent on board their ship.

UNLAWFUL POSSESSION.

Lum Aheung, carpenter, was fined 60/- or six weeks' hard labour, for having in his possession about 5 lbs. of new composition sheeting nails. He was a carpenter employed at the Patent Slip, West Point.

DESECRATION.

John Anderson and Albert Sandstrom, seamen American ship "Humboldt," were charged with desertion. The defendants said the second mate ill-used and abused them, but they had not complained to the Captain. They were ordered by Mr Creagh to be sent on board.

A DESERTOR.

William Richards, an unemployed mechanic, was brought up for being a desester. The defendant gave himself up at the station. He stated that he was a working engineer by trade. He had struggled to get employment here but failed. He served his time in London, but went to Australia when young and remained there 18 years. Thence he went to California, staying there a short time, and then went to British Columbia, where he remained ten years. He was compelled to go to work at the mines, being unable to get employment at his trade. He came on to China, hearing that there was much engineering going on, but he had not been successful. He should be glad to have an opportunity of working his passage home. The Magistrate ordered him to have temporary accommodation in the gaol, until something could be done for him.

ALLEGED RAPES.

Archibald Baird, keeper of the Light-house at Cape D'Aguilar, was summoned by Lo Ping Kin, a widow, for the above offence. The charge was that on the 9th March instant, the defendant did feloniously and violently assault the complainant at Cape D'Aguilar, and did then and there violently and against her will feloniously did ravish and carnally know the complainant.—Mr Caldwell, from the office of Mr Brewster, appeared for the defence and applied for a remand till to-morrow at 9 a.m. The application was granted and the defendant was admitted to bail in £500.

LARCENY.

Kwok Awo, a coolie, was charged with stealing some clothing, the property of Lee Akit, servant to the Rev. Mr Lamont. The complainant set out the clothes to dry yesterday at the back yard of his master's house, at Seymour Terrace, when he learnt afterwards that they were stolen and that one man had been arrested.—Wong Yung Show, coolie to the Hon. C. May, was working in the garden when he heard a cry of thief. He ran out and stopped the defendant, who had the clothes produced concealed under his jacket.—Inspector Mackie applied for a remand, as he believed the Gaol authorities could identify the defendant as an old offender. Mr Creagh remanded the case till the 16th instant.

SUPREME COURT.

IN ORIGINAL JURISDICTION.
(Before His Lordship Acting Chief Justice Snowden.)

March 14, 1878.

LUM CHU SEE AND ANOTHER V. OEHUNG SHE WAN.

This was a petition for the recovery of a piece of land at Taipingshan which it was alleged was improperly held by the defendant. The plaintiff is the widow and son of the original owner of the property, and the defendant the son of his friend, to whom he had leased it for a term of ten years,—the defendant asserting that it had sold outright to his father.

Mr Hayllar, instructed by Messrs Sharp, Toller and Johnson, appeared for the plaintiff; and the Attorney-General, the Hon. Geo. Phillips, instructed by Mr Brereton, appeared for the defendant.

The following Special Jury were empanelled:—Messrs Robert Walker, H. C. Hermann, H. L. Dalrymple, J. A. de Redder, E. H. Bassoon, D. Gillies, and H. Hoppsius.

Mr Hayllar said this was a claim to recover the title to a piece of land situated at Taipingshan, and known as Inland lot 273. The ground in question was originally the property of one Lum Yow, who resided in this Colony in the year 1865, and he is said to have sold the land to one Chong Toong Wan, who was admitted to have been an intimate friend of his in 1866. Both these men have since died. Documents were in existence setting forth that Lum Yow had transferred the land to Chong Toong Wan to build houses upon, in consideration of a sum of £600. One of these documents, Mr Hayllar contended, was only the same as a building lease and was not an absolute transfer.

The plaintiff in this case was the widow of Lum Yow, who died in 1869, and in 1873 Chong Toong Wan came to Hongkong and he then paid her the sum of £12,000 and took out letters of protest to administer the estate of her deceased husband Lum Yow. She was then under the impression, not being able to read or write, that Chong Toong Wan was only acting on her behalf. The so-called sale of the property in 1866 was not registered, and the learned counsel contended that this would have been done,

as a matter of business, had the sale been a bona fide one. He said that the fact of Chong Toong Wan paying her £12,000 shewed that he was satisfied she had a title to the property at that time. The defendant was the son of Chong Toong Wan, who was also dead. Evidence was then called on behalf of the plaintiffs, and the hearing was adjourned at 5 o'clock until 9 a.m. to-morrow.

PASSAGES OF THE DARDANELLES.

[FIRST ARTICLE.]

The first recorded passage of the Dardanelles was the celebrated one effected by Leander, at a period of which neither Virgil nor any of the numerous poets who celebrate thefeat have furnished the date. But the earliest attempt to pass these Straits was that of the unfortunate Princess Hellé, who endeavoured to cross on the Nau with the Golden Fleece from Europe to Asia, and whose name has since clung to the sea in which she was drowned. Every one knows, but some will perhaps not object to being reminded, that Leander lived at Abydos, on the Asiatic side of the Hellespont, and Hero, the Pagan nun, of whom he had become enamoured, in the European side at Sestos. The procession in which the young priestess of Venus figured on the memorable occasion when Leander gazed upon her for the first time might easily have been seen from the opposite shore; and with a good glass—which, however, Leander would have been unable to procure—the features of Hero herself might have been distinguished. The channel at its narrowest point is considerably less than a mile, and, according to some estimate, less than half a mile across. The distance has been variously put down at 500 paces, 875 paces, and about a mile. Gibbon says 500 "paces"—meaning, apparently, by "pace," not the ordinary modern pace of two feet, but the ancient Roman pace of five feet. A respectable French authority says 875 "paces," but without defining the word "pace." It has been generally calculated, the distance across at the narrowest part of the Dardanelles is about equal to the distance across at the narrowest part of the Bosphorus, then 600 yards may be adopted as the correct measurement. These are the figures of the late General Chesney in regard to the latter channel, arrived at after an actual survey: A swim of 600 yards would not, and doubtless did not, fatigue Leander in fine weather; for each night he made the return passage. He had, however, to strive against a powerful current, and but for Herc's flaming torch, which he must have kept constantly in view, he would have landed, as Lord Byron did some centuries later a few miles lower down than the point for which he had been making. Perhaps, however, in Leander's time this current did not exist; or his lifeless body would not one fatal night have been washed ashore, not far from the temple to which the now distracted Hero was attached. Besides the Princess Hellé, and at a more recent period Leander and the priestess Hero, several sailors belonging to Admiral Druce, the world's expedition, in the year 1807, are known to have been drowned in the Hellespont. Xerxes, too, must have lost a certain percentage of his 1,700,000 men (all told) who went over from Abydos to Sestos; and some of the accidents inevitable in such cases must have happened to the troops of Alexander the Great when a portion of the infantry and all the cavalry of his army passed from Sestos to Abydos. Nor can the Turks in crossing to Sestos, when, in 1857, the crescent was first planted on European soil, have been exempt from such misfortunes as, in the conveyance of large bodies of men over water, are sure to be caused by leaky boats, badly constructed rafts, and kicking horses.

Darius crossed at the narrowest part, not of the Hellespont, but of the Bosphorus, connecting Asia with Europe, as Xerxes previously had done between Abydos and Sestos, by a bridge of boats. Here was the scene of Mahomed II's victory, as Sestos on the European shore of the Hellespont or Dardanelles, had been that of Soliman three quarters of a century earlier. For the Turks, as Lord Beaumont pointed out last session in an admirable speech on the subject of Russian progress towards the Bosphorus, did not take Constantinople all at once. They began by establishing themselves in the for-the-most-part Slavonian lands known at the present as European Turkey; and it was not until more than two generations had passed since the landing of the Turks in Europe that Constantinople was attacked with success.

The vast importance of the Bosphorus, as the gate or passage to Constantinople from the Black Sea, and of the Dardanelles as its gate from the Mediterranean, had been fully recognized by the Roman and Green Emperors. Gibbon tells us that the Emperor Constantine built forts at the Eusine entrance to the Bosphorus, in order to stay the incursions of pirates, who had been in the habit of sailing through the Bosphorus, the Sea of Marmora, and the Hellespont to ravage the coasts of the Mediterranean; whence in due time to escape by the channel through which they had come to their practically inaccessible harbours in the Black Sea. In modern times Europe has never, hitherto, been threatened from the Black Sea except by the Turks themselves, who, to prevent return expeditions or expeditions of any kind from the West against Constantinople, constructed the fort, towers, or castles, as they are variously called, of the Dardanelles. The "castles" constructed by Mahomed II, at the narrowest part of the Dardanelles were the advanced posts of the Ottoman Empire on the south European side. The Venetians, however, disengaged them to the point of approaching them very closely. Accordingly, Mahomed IV, to keep the Venetian galleys from sailing so far along the channel, built much nearer the mouth the castles—one on the European the other on the Asiatic side—which have since been known as the "now" ones in contradistinction to the "old."

The story of the Bosphorus is less interesting than that of the Dardanelles, from which, however, it cannot well be dissociated. It must sometimes have been supposed that the Bosphorus and not the Hellespont was the scene of Leander's celebrated performances; for on a rock opposite Sestos, facing the entrance to the Bosphorus, stands a tower, which is often, without reason, called "the Tower of Leander." The Turks call it "the Tower of the Virgin," and in it, according to a Turkish legend, was confined the lovely daughter of Mahomed-Sultan, Meher-Schöid by name, of whom it had been predicted by a mysterious gypsy that she would die by the bite of a serpent. When

Schöid's reputation for beauty spread until it reached the ears of the Prince of Peria, who came to Constantinople determined by some means to gain admission to the tower. He contrived, by bribing her attendants, to get conveyed to her a bouquet of symbolic flowers expressing to her in a language she perfectly understood the passion with which she had inspired him. But, like Cleopatra's basket of fruit, Meher-Schöid's bunch of flowers concealed an asp. Meher-Schöid was stung. Her servants, remembering the gypsy's prophecy, uttered loud cries of distress, and, throwing open the door of the tower, rushed out frantically, exclaiming that all was lost. Then the Prince of Peria rushed in, seized Meher-Schöid in his arms and sucked the wound in her shoulder, until he had extracted from it all the venom left there by the asp. The Sultan, when he heard of the young man's noble and interesting conduct, declared that he should be his son-in-law; and the Prince of Peria made Meher-Schöid his wife, and lived with her very happily for a great number of years and had many children.

It need scarcely be said that the first passer of the Bosphorus from shore to shore was to transform into a helter through the amorous persecutions of Jupiter, and driven into the sea by the maddening attacks of a gadfly. It has already been mentioned that across this branch of the great historical and mythological canal, which from Agamemnon's siege of Troy at one end to Mahomed II's siege of Constantinople at the other, has been the scene of such world-important conflicts, the army of Darius crossed. The only entry of a military force from the Black Sea into the Bosphorus since the time of Constantine's Black Sea enemies, the pirates, occurred in 1853, when the Russians, after making explanations on the subject to the Western Powers, occupied the Turkish capital in a friendly manner with the view of guarding it against the Sultan's rebellious vassal, the Viceroy of Egypt. The Russians kept their word in so far that they quitted Constantinople as they had promised to do. But services of this kind are not performed for nothing, and it ought not to be forgotten that, although the Russians made no sign of wishing to remain in Constantinople, they took away with them, when they left, a secret treaty known as the Treaty of Utrias-Skiadas, by which the Porte agreed to Russia alone, among the European Powers, the right of passing with vessels of war from the Black Sea to the Mediterranean and from the Mediterranean to the Black Sea. Besides being protected, or placed in an admirable position for being protected, against approaches both from the Mediterranean and from the Black Sea, Constantinople was at one time guarded against further advances by a chain drawn across the mouth of its harbour, the so-called "Golden Horn." The chain was supported at intervals on piles, and the distance from point to point along which it extended was measured at 600 yards. No other city in the world is so admirably situated as Constantinople for letting in trade and keeping out war. Before the introduction of steam navigation its position was even finer than it is now. For every wind, from whatever quarter it might blow, brought ships to its port; now from the Black Sea with the rich produce of the East, now from the "White Sea," or Mediterranean, with the manufactures of the West. The winding course of the Hellespont or Dardanelles is variously estimated at from forty-five to sixty miles in length; average breadth three miles; breadth at narrowest point, where the Ram with the Golden Fleece, Leander, Xerxes, Alexander the Great, and the Turkish invaders of the fourteenth century crossed, and where Mahomed II, in the middle of the fifteenth constructed his fort, towers, or castles, from 600 to 800 yards; breadth at point, when Mahomed IV, in 1605 constructed the new castles four and a half miles. The Sea of Marmora is 120 miles long. The Bosphorus is from sixteen to eighteen miles long; average breadth one mile and a half; breadth at narrowest point, where the Greek Emperors and the first Sultans constructed forts, where Darius built his bridge of boats and where the crusaders embarked, 600 yards.

The modern Russians have never made any attempt to force the passage of the Bosphorus from the Black Sea. Their object has been not to take ships from the Black Sea to the Mediterranean, but to bring their Baltic fleet through the Dardanelles to the Black Sea. The ancient Russians, however, of the ninth and tenth centuries, used to make expeditions from the Black Sea to Constantinople, and ended by taking that city. For there are two Russias (not in Mr Forster's meaning of the word, but in a simple historical sense)—an old Russia founded one thousand years ago by Kyril and his Scandinavian warriors, which had already gone to pieces before the Tatar invasion of the thirteenth century, and of which the western portion, in presence of that invasion, passed beneath the influence of Poland and of the Roman Catholic Church; and a new Russia founded under Tartar supremacy, been gradually extended through force of arms, but in virtue of ancient claims, by the Czars of Moscow, until their descendants, the Czars of Russia, have at last possessed themselves of all the territory, with the exception of Eastern Galicia, which was ruled by the sons of Burio the Varangian. These ancestors of the Russians of to-day carried on against Constantinople in the ninth and tenth centuries a war which was simple a war of pirates. Religion had very little to do with that contest. Christianity, too, was at that time firmly seated at Constantinople, while the assailants of the Greek city were pagans, worshippers of Perun, the god of thunder, and other monsters.

THE PORTUGUESE EMBASSY.
(*Slam Weekly Advertiser*, Feb. 21.)

His Excellency, the Councillor, Carlos Eugenio Correia da Silva, Governor of the Portuguese Colonies, Macao and Timor, Envoy Extraordinary, and Minister Plenipotentiary from Portugal in this Far-East, and his numerous suite arrived at Bangkok on the elegant Portuguese Gtibboat "Tijo," Commander F. Amaro, on the morning of the second inst. A deputation from the Siamese Government immediately called on board, inviting the Embassy to come on shore, and lodge in the splendid dwelling fitted for this very purpose. Owing to His Majesty being absent, on a visit to several distant provinces of His kingdom, the Embassy took advantage of the first days of its sojourn at Bangkok, for a round of visits, to the high-officials in town, and to the Committees, and visited all the remarkable buildings, gardens, and objects of interest in the Siamese Capital. A

excursion was made to Bang-pain, and Ayuthia.

At Bang-pain the Embassy was comfortably lodged in the magnificent Royal Villa which His Majesty has lately so much enriched and improved.

The Embassy went also to Ayuthia, having there the opportunity of admiring the majestic ruins of that stupendous Wat, belonging to the ancient Capital.

His Majesty, the Supreme King, with the intention of being agreeable to the Embassy, and desiring to avoid to His Excellency, the minister's tedious and needless delay at Bangkok, as soon as His Excellency's arrival was notified in the Court, immediately invited the Portuguese Plenipotentiary, to be received, in full audience, at Rachaburee, whether His Majesty directly repaired.

In this kind invitation it was evidently manifest, that His Majesty would be most pleased, not only in giving to the Portuguese Embassy an opportunity of enjoying a pleasant trip, in which no comfort was forgotten, but yet proportioning to His Kingdom the glory of receiving one European Embassy in His Royal Country Palace, this being somewhat a repetition of what two centuries ago, happened with the Ambassador of the magnificent King of France, Louis 14th. His Excellency the Portuguese Minister, desiring to be acquainted, so far as possible, with this country, during his first and short visit to Siam, most willingly accepted His Majesty's kind invitation, and departed to Rachaburee on the 14th before noon, accompanied by his own suite by Commander Amaro and officers of the Tijo.

The Honorable Counsel General for Portugal, Mr Marques Peraia, has accompanied His Excellency in all these excursions. Four tug-boats, and a good number of private boats convoyed to Rachaburee the Portuguese Embassy, and Siamese officials in attendance. The Embassy was duly received and lodged by His Grace the ex-Regent.

Immediately after His Excellency's arrival at Rachaburee, His Majesty's Adjutant-Camp, the Prince Kap, called upon His Excellency presenting to the Embassy His Majesty's good wishes. Visits were exchanged with the Princess of the Royal family, His Grace the ex-Regent and Their Excellencies the Ministers. To make as acceptable as possible the report of the agreeable, and well-furnished stay of the Portuguese mission at Rachaburee, we must mention the solemn audience given by His Majesty the Supreme King which can be considered as a true wonder, in a country palace, so pompous was the splendour of the ornaments, the display of troops, the number of noblemen and courtiers, the richness of their magnificent dresses, the imposing Royal State of Elephants, the harmonium, and interesting bands of music, both European and native, and finally the bright magnificence with which His Majesty always, and every where is surrounded. The Embassy was also received in private audience and invited by His Majesty to a formal dinner.

His Grace the ex-Regent and His Excellency the Kalahome also had the Embassy for dinner parties, the rest of the time being employed riding. Elephants, and horses, and admiring native performances (La-kau) at the palaces.

An Infantry and Cavalry guard, officials from the foreign office, and Siamese interpreters, were continually attended the Portuguese Embassy.

On the evening of the nineteenth inst. the Embassy arrived at Bangkok, where new proofs of consideration, and of welcome to the Portuguese Embassy, are to be expected before its departure for China.

(Advertiser, Feb. 28.)

H. M. the King of Siam returned from his excursion to Pra-patom, Rachaburee and Chain-yoke on the 16th inst.

On the return route H. M. was enabled to give H. E. the Governor of Macao and suite an imposing audience, and gracious reception at Rachaburee, which was highly complimentary to the Plenipotentiary.

The Portuguese Plenipotentiary returned to Bangkok a few days before H. M. the King, and will be the recipient of a series of ovations from the native nobility and the European community during the remainder of his stay in Bangkok.

A grand assembly was held at the Portuguese Consulate General on Monday evening in honor of H. E. the Governor of Macao.

(Advertiser, Feb. 28.)

GRAIN SHIPS.

(*Mitchell's Maritime Register*)

Last year Correspondent, writing to the *Shipping Gazette*, discussed the diminution of grain-laden ships, and stated, as his conviction, that vessels were lost from the system pursued at Montreal of compelling Captains to cover the sides of their ships, and to board over the bottom of the hold at such a height from the keelson as to cause the cargo to shift. The large air cavity under the grain constituted also an additional peril, inasmuch as it made ships top-heavy, and led to their falling over on one side, or capsizing. In the course of November, Captain W. M. Young, of the *Action* (4), wrote a letter on the same subject, but more particularly with reference to iron-built ships, and especially steamers. His views were shared by Captain Grey, of the *Stamfordia* (5). In the opinion of Captain Young, the system enforced in the United States of ceiling iron vessels, with the view of protecting grain from damage, was a mistaken idea. He asserts that it is an utter impossibility to put up temporary ceiling so as to make every part tight, and to fill in all the corners and turns of angles, iron, beams, and stringers. Wherever the grain can find an opening it runs through thus breaking the bulk, and causing the cargo to shift. Suppose, he remarked, the ceiling in tight when passed by the Surveyor, though he cannot inspect every corner, there is always danger of the boards cracking through the working of the ship at sea, or from knots, in the wood being driven out, or holes made by rats. The deals are fixed to battens, and there is a division between the boards and the ship's side of ten inches. This lightly-constructed inner lining has to bear the whole pressure of the cargo when the vessel is labouring in a heavy sea-way, and that it should prove unequal to the strain brought to bear upon it should excite no surprise. Although the deals are placed so that they may lap at the edges, this does not prevent them from cracking and warping through the heat engendered by the grain, and they are certain to spring or open out when the ship heels over in a beam wind. The hull of the ship is strong enough to withstand sudden jerks from blows by waves, but the extemporised boardings round the hold are totally unadapted to fulfil the purposes of keeping the grain dry, and the vessel, at the same time, seaworthy.

If the ceiling was, or could be, solidly formed of layers of deals, a sufficient quantity of cargo could not indicate its way through the crevices to alter the stowage; but so long as there are gaping cavities to receive tons of wheat or seeds, and those apertures are liable to be filled up, there must be

Intimations.

G. FALCONER & Co.,
WATCH AND CHRONOMETER
MANUFACTURERS,
AND JEWELLERS,
NAUTICAL INSTRUMENTS, CHARTS
AND BOOKS.
46, Queen's Road Central,
Hongkong, February 20, 1878.

W. BALL,
CHINA DISPENSARY.

IMPORTER OF DRUGS, CHEMICALS,
DRUGGISTS' SUPPLIES, TOILET
REQUISITES, PATENT MEDIC-
INES, AND PERFUMES.

Prescriptions Dispensed with Carefulness
and Prompt Attention.

PRAYA WEST, HONGKONG,
Near the Canton Steamer's Wharf,
Hongkong, July 13, 1878.

NOTICE.

A. MILLAR & Co.,
PLUMBERS, AND GAS FITTERS,
Queen's Road East,
HONGKONG.

September 15, 1878.

AFONG,

PHOTOGRAPHER,
by appointment, to
H. E. SIR ARTHUR KENNEDY,
Governor of Hongkong;
and to

H. L. H. THE GRAND DUKE ALEXIS
OF RUSSIA,

Wynham Street, formerly ATHLETIC CLUB,
HAS on hand the Largest and Best
Collection of Views of China, Photographic Albums, Frames, Cases, &c., of
associated cities. Ex S. S. Tyre, Revolving
Standard, Albinus, Armorial Monograms and Postage Stamp Albums, Russia Leather
Velvet and carved-wood Albums, Cases and
Frames, nice albums for Cabinet Portraits
only, Portraits of the Generals of the present
Bosso-Turkish War, Eminent British
Statesmen, the two Chinese Ambassadors
in Cabinet and Carte de Visite sizes
Coloured Portraits of English Ladies.

Hongkong, August 24, 1878.

AH YON,
SHIPS' COMPRODOR AND
SHIPBOARDE,

No. 67, Praya Wan.
SHIPPING SUPPLIED WITH ALL KINDS OF
COAL, BULAST, FRESH
PROVISIONS & OILMAN'S
STORES

Of the best quality and at the shortest notice.
Hongkong, May 1, 1878.

THE HONGKONG HOTEL
TENDERS are invited for a LEASE of
the HONGKONG HOTEL, the pre-
sent Five-Year Lease expiring on the 31st
August, 1878. SEALED TENDERS to
be sent in on or before the 31st March,
1878 to the Secretary of the HONGKONG
HOTEL COMPANY, LIMITED, who will supply
any information required.

By Order of the Directors,
LOUIS HAUSCHILD,
Secretary.

Hongkong, September 15, 1877.

KWONG HING CHEUNG & Co.,
COAL MERCHANTS,
Have always on hand for Sale every
description of COAL at Moderate Prices.

Mr. AYTON has been appointed Manager,
and all Orders addressed to him at 67,
Praya, or to Mr. FAZ JACK, at 30, Hing
Lung Street, will receive immediate attention.

Hongkong, March 19, 1878.

ESTATE OF DODD & Co.

At the MEETING held on the 12th
Instant, at Messrs. Dodd & Co.'s
Offices, the following RESOLUTIONS
were carried:

1. That the affairs of the said Dodd
& Co. shall be liquidated by arrangement,
and not in Bankruptcy.

2. That FRANCIS HOMLEY be, and he
is hereby appointed Trustee.

3. That H. ABERNETHY and EDMUND
Prest be, and they are hereby appointed a
Committee of Inspection.

All PAYMENTS on account of the
Estate, it is requested, will be Paid to the
order of the Undersigned.

F. CHOMLEY,
Trustee for the Estate of
Dodd & Co.

Amoy, January 14, 1878.

NOTICE.

OFFICE OF THE SHANGHAI STEAM
NAVIGATION COMPANY,
IN LIQUIDATION.

A THIRD RETURN of CAPITAL and
INTEREST at the RATE of FIVE
TABLES per SHARE will be made to Share-
holders of Record on the 28th February,
Payable at the Office of the Liquidators, on
the 28th March.

Warrants will be delivered by the Under-
signed to Shareholders, or their lawful
representatives, on presentation of Share
Certificates for Endorsement.

The Transfer BOOKS of the Company
will be CLOSED from the 1st to the 6th
March inclusive.

By Order,

RUSSELL & Co.,
Liquidators,
Shanghai, February 28, 1878.

Mails.

NOTICE.
COMPAGNIE DES MESSAGERIES
MARITIMES
PAQUEBOT POSTE FRANCAISE
SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE,
ADEN, SUZU, ISMAILIA, PORT
SAID, NAPLES, AND
MARSEILLES.

ALSO.

BOMBAY, MAHE, ST. DENIS, AND
PORT LOUIS.

ON THURSDAY, the 21st March,
1878, at Noon, the Company's S. S.
AMAZONE, Commandant MONTMARD,
and CARGO, will leave this Port for the
above places.

Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit, through Marseilles for
the principal places of Europe.

Cargo will be received on board until
4 p.m., Specie and Parcels until 5 p.m.,
on the 20th March, 1878. (Parcels are
not to be sent on board; they must be left
at the Agency's Office.)

Contents and value of Packages are re-
quired, for further particulars, apply at the
Company's Office.

E. DU POUEY,
Agent.

Hongkong, October 1, 1877.

Insurances.

YANGTZE INSURANCE ASSO-

CIATION.

CAPITAL—Fully Paid-up..... £1,420,000
PERMANENT RESERVE..... 230,000
SPECIAL RESERVE FUND..... 75,000
Total Capital and accumula-
tions this date..... £1,725,000

Directors:

E. B. FORBES, Esq., Chairman
M. W. BOYD, Esq. | O. K. KARR, Esq.
M. P. EVANS, Esq. | C. LUCAS, Esq.
J. R. MCNAUL, Esq. | G. J. SPENCER, Esq.
C. J. T. SMITH, Esq. | J. W. T. SPENCER, Esq.
R. T. T. SPENCER, Esq. | J. W. T. SPENCER, Esq.

Messrs. RUSSELL & Co., Shanghai.
London Bankers:

Messrs. BARING BROTHERS & Co.

Agencies in:

HONGKONG, LONDON, SAN FRANCISCO, and

the Principal Ports in the East.

POLICIES granted on Marine Risks to
all parts of the World, at current rates.

Subject to a charge of 12% for interest
on Shareholders' Capital, ALL THE PROFITS
OF THE UNDERWRITING BUSINESS WILL BE
ANNUALLY DISTRIBUTED AMONG ALL CONTRIBUTORS
OF BUSINESS IN PROPORTION TO THE
PREMIUM PAID BY THEM.

RUSSELL & Co.,

Agents.

Hongkong, October 1, 1877.

mc21

CHINESE INSURANCE COMPANY.
(LIMITED).

NOTICE:

POLICIES granted at current rates on
Marine Risks to all parts of the World.
In accordance with the Company's Articles
of Association, Two Thirds of the Profits
are distributed annually to Contributors,
whether Shareholders or not, in proportion
to the net amount of Premium contributed
by each, the remaining third being carried
to Reserve Fund.

OLYMPIAN & Co.,

General Agents.

Hongkong, April 17, 1878.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above
Company, are prepared to grant In-
surance at current rates.

MILLERS & Co.,

Agents, Royal Insurance Company,

Hongkong, October 27, 1874.

mc23

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.

Incorporated by Royal Charter and
Special Act of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned, Agents at Hongkong
for the above Company, are prepared to
grant Policies against FIRE, to the
extent of £10,000 on any Building, or
Merchandise in the same, at the
usual Rates, subject to a discount of 20
per cent.

GILMAN & Co.,

Agents.

Hongkong, July 6, 1875.

mc23

Insurances.

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.

CAPITAL ONE MILLION DOLLARS.

Directors:

KWOK ACEHONG, Merchant.
PANG YIM, Merchant.

HO SAM, of Hop Yik Chan, Merchant.

LOO YEE, of the Yes On Hong, Merchant.

LEI SING, of Kai Hing Firm, Merchant.

CHENG SING YOUNG, Merchant.

HOY CHAN, Merchant.

JOHN CHAN, Merchant.

Manager—HO AMEL.

NO CHARGE FOR POLICY FEES.

JAS. B. GOUGETRIE,
Secretary.

Hongkong, November 1, 1871.

mc21

LANCASHIRE INSURANCE
COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant
Policies against the Risk of FIRE on
Buildings or on Goods stored therein, on
Goods in Matatheda, on Goods on board
Vessels, and on Hulls of Vessels in Harbour,
at the usual Terms and Conditions.

Proposals for Life Assurance will be re-
ceived, and transmitted to the Directors
for their decision.

Policies at current rates payable either
here, in London, or at the principal Ports
of India, China and Australia.

If required, protection will be granted on
first class Lives up to £1000 on a Single
Life.

For Rates of Premiums, forms of pro-
posals or any other information apply to

ARNOLD, MARSHALL & Co.

Agents, Hongkong & Canton.

Hongkong, January 4, 1877.

mc23

QUEEN FIRE INSURANCE
COMPANY.

(MANCHESTER FIRE ASSURANCE
COMPANY OF MANCHESTER
AND LONDON.)

THE Undersigned are prepared to grant
Policies against FIRE to the extent of

£15,000 on Buildings, or on Goods stored
therein, at current local rates, subject to a
Discount of 20% on the Premium.

The Transfer BOOKS of the Company
will be CLOSED from the 1st to the 6th
March inclusive.

By Order,

RUSSELL & Co.,

Liquidators,

Shanghai, February 28, 1878.

mc21

HONGKONG, February 1, 1878.

mc21

THE CHINA MAIL.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commanding at Green Island. Vessels near the Hongkong shore are marked *a*, near the Kowloon shore *b*, and those in the body of the Harbour *c*. In conjunction with the figures denoting the sections.

Section.

1. From Green Island to the Gas Works.

2. From Gas Works to the Novelty Iron Works.

3. From Novelty Iron Works to the Harbour Master's Office.

4. From Harbour Master's Office to the P. and O. Co.'s Office.

5. From P. and O. Co.'s Office to Peddar's Wharf.

6. From Peddar's Wharf to the Naval Yard.

7. From Naval Yard to the Pier.

8. From Pier to East Point.

9. From East Point to the Pier.

10. From Pier to the Pier.